



DONALD L. WOLFE, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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August 17, 2006

IN REPLY PLEASE
REFER TO FILE: PD-3

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

**FLORENCE AVENUE BUS TURNOUT
NEGATIVE DECLARATION AND AUTHORITY TO PROCEED
SUPERVISORIAL DISTRICT 1
3 VOTES**

IT IS RECOMMENDED THAT YOUR BOARD:

1. Consider the enclosed Negative Declaration for the proposed Florence Avenue Bus Turnout project together with any comments received during the public review period; find on the basis of the whole record before the Board that there is no substantial evidence that the project will have a significant effect on the environment; find that the Negative Declaration reflects the independent judgment and analysis of the Board; and adopt the Negative Declaration.
2. Approve the project and authorize Public Works to carry out the project.
3. Find that the proposed project is *de minimus* in its effect on fish and wildlife resources, and authorize Public Works to complete and file a Certificate of Fee Exemption for the project with the Registrar-Recorder/County Clerk.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The purpose of the project is to improve pedestrian circulation and transit mobility. The proposed project consists of constructing a bus turnout bay along the south side of Florence Avenue just west of Cottage Street to just west of Roseberry Avenue in the unincorporated Florence area of Los Angeles County adjacent to the City of Huntington Park.

An environmental impact analysis/documentation is a California Environmental Quality Act requirement that is to be used in evaluating the environmental impacts of this project and should be considered in the approval of this project. As the project administrator, we are also the lead agency in meeting the requirements of the California Environmental Quality Act.

Implementation of Strategic Plan Goals

This action is consistent with the County Strategic Plan Goal of Service Excellence as this action will provide residents of the community with a safer, less congested roadway, thus, improving the quality of life in the County.

FISCAL IMPACT/FINANCING

There is no impact to the County's General Fund. The proposed project, including filing fees, is estimated to cost \$188,000. A construction contract will be advertised for bids at a later date, contingent upon your approval of this action. Funding for preliminary engineering was included in the Road Fund Budget for Fiscal Year 2005-06. Funding for construction of the project is included in the 2006-07 Road Fund Budget.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

Under California Environmental Quality Act, any lead agency preparing a Negative Declaration must provide a public notice within a reasonable period of time prior to certification of the Negative Declaration. To comply with this requirement, a Notice of Intent pursuant to Section 21092 of the Public Resources Code was published in the *Lynwood Journal* and the *La Opinion* on July 25, 2005. Copies of the Negative Declaration were sent to the Florence Library for public review. Notices were mailed to residents in the vicinity of the project.

The public review period for the Negative Declaration ended on August 22, 2005. No comments were received during the public review period.

Subsequent to the public review period, the document was revised and recirculated to add language providing more detailed information about the properties to be acquired and the number of parking spaces that will be affected by the proposed project. The public review period for the recirculated Negative Declaration commenced with publishing a Notice of Intent in the *Lynwood Journal* and the *La Opinion* on December 29, 2005. Copies of the Negative Declaration were sent to the Florence Library for public review. Notices were mailed to residents in the vicinity of the project. This second public review period for the Negative Declaration ended on January 24, 2006. No comments were received during this public review period.

The revision to the Negative Declaration is necessary to address changes to the number of properties and parking spaces affected by the proposed project. Based upon the Initial Study of Environmental Factors, the revisions to the Negative Declaration determined that the project would not have any additional significant impacts on the environment. Therefore, approval of the Negative Declaration is requested at this time.

ENVIRONMENTAL DOCUMENTATION

An Initial Study was prepared for this project in compliance with the California Environmental Quality Act and State and County Guidelines. The Initial Study showed that there is no substantial evidence that the project may have a significant effect on the environment. Therefore, in accordance with Section 15070 of the State CEQA Guidelines, a Negative Declaration was prepared. Based upon the Negative Declaration, the project will not have a significant effect on the environment.

Upon approval of the Negative Declaration by your Board, we will file a Certificate of Fee Exemption with the Registrar-Recorder/County Clerk. We will also file a Notice of Determination in accordance with the requirements of Section 21152(a) of the California Public Resources Code. A \$25 processing fee will be paid to the Registrar-Recorder/County Clerk.

The Honorable Board of Supervisor
August 17, 2006
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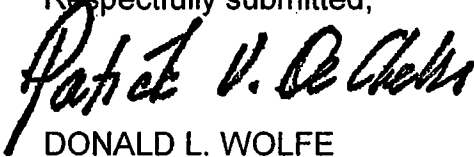
IMPACT ON CURRENT SERVICES (OR PROJECTS)

The project will not have a significant impact on current services or projects currently planned.

CONCLUSION

Please return one adopted copy of this letter to Public Works.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Donald L. Wolfe", is written over the typed name.

DONALD L. WOLFE
Director of Public Works

SDS:pr

C070113

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Enc.

cc: Chief Administrative Office
County Counsel

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
REVISED NEGATIVE DECLARATION
FOR
FLORENCE AVENUE BUS TURNOUT

I. Location and Brief Description

The proposed project is located along the south side of Florence Avenue just west of Cottage Street to just west of Roseberry Avenue in the unincorporated Florence area of the County of Los Angeles adjacent to the City of Huntington Park (see attached map). The proposed project consists of constructing a bus turnout bay and permanently closing Cottage Street to traffic. Cottage Street is approximately 130 feet in length and serves three properties.

Acquisition of up to 19 feet of right-of-way will be required from developed and undeveloped commercial properties along the length of the project. As part of the construction of the bus turnout, one existing building will be completely or partially demolished.

The purpose of the project is to improve pedestrian circulation and transit mobility. The Metropolitan Transportation Authority agrees in concept with the proposed bus turn-out as they have launched rapid bus service along Florence Avenue and expect high daily ridership at this location.

II. Mitigation Measures Included in the Project to Avoid Potentially Significant Effects

No significant effects are identified.

III. Finding of No Significant Effect

Based on the attached Initial Study and Attachment A, it has been determined that the project will not have a significant effect on the environment.

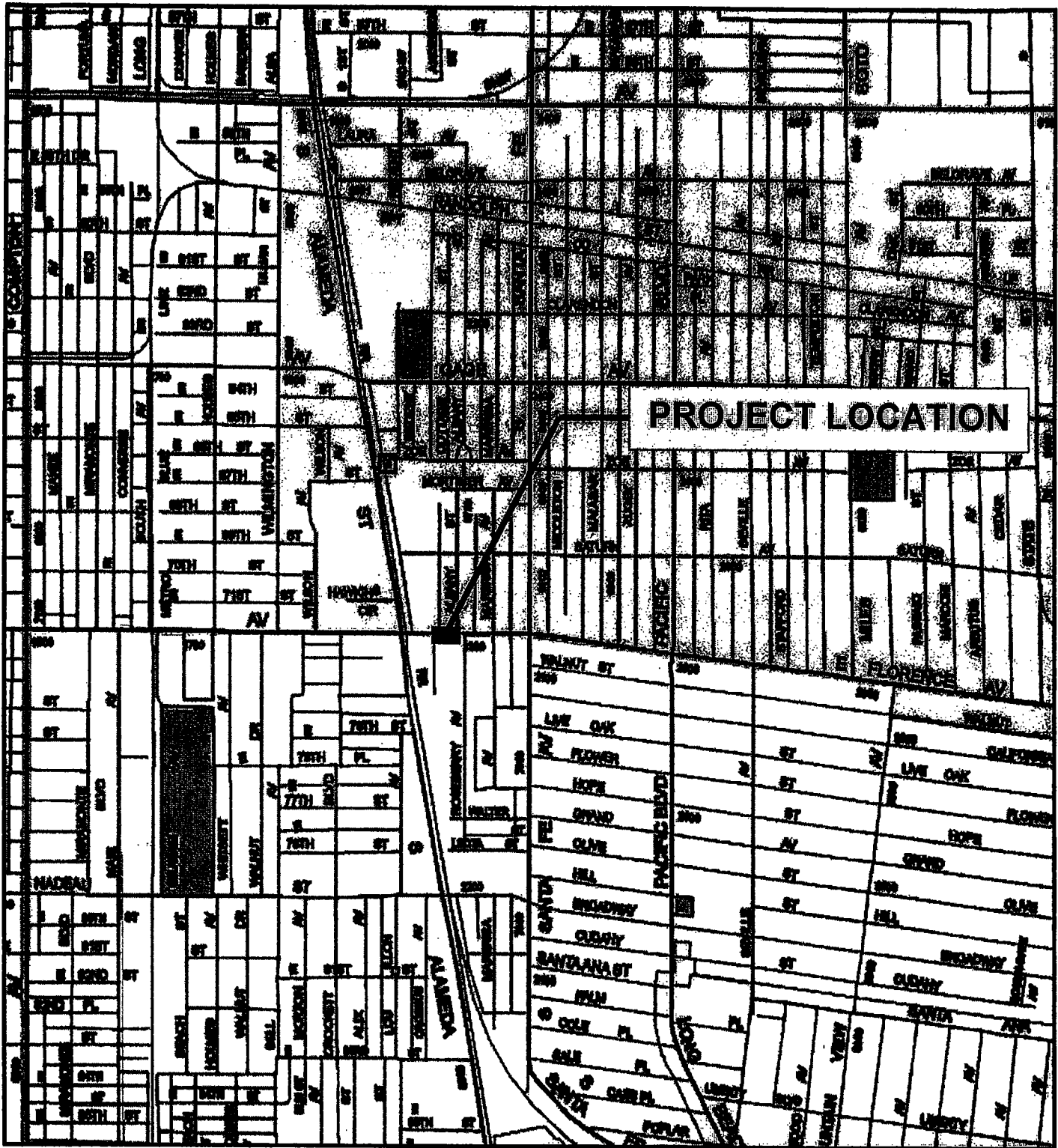
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Attach.

FLORENCE AVENUE BUS TURNOUT



 <p>DEPARTMENT OF PUBLIC WORKS 300 S. FARMINGTON ALAMEDA, CA 94503</p> <p>Mapping & Property Right Division Mapping & GIS Section</p>	<p>Printed using the Land Information Website (Thu Jul 13 08:22:07 PDT 2006)</p>	<p>N</p> 
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Notes contained in this map were produced in whole or part from the Thomas Geo. Mapping digital database. This map is copyrighted, and reproduced with permission granted by Thomas Geo. Mapping. All rights reserved.

INITIAL STUDY OF ENVIRONMENTAL FACTORS:

1. **Project Title:** Florence Avenue Bus Turnout
2. **Lead Agency Name and Address:** County of Los Angeles Department of Public Works, 11th Floor, Programs Development Division, 900 South Fremont Avenue, Alhambra, California 91803-1331.
3. **Contact Person and Phone Number:** Ms. Sarah D. Scott at (626) 458-3916
4. **Project Location:** Unincorporated territory of the County of Los Angeles in the vicinity of the City of Huntington Park (see attached map).
5. **Project Sponsor's Name and Address:** County of Los Angeles Department of Public Works, 900 South Fremont Avenue, Alhambra, California 91803-1331
6. **General Plan Designation:** Los Angeles County General Plan
7. **Zoning:** Florence Avenue and the existing right-of-way are zoned as a major highway. The total length of the proposed right-of-way required is designated as commercial and industrial.
8. **Description of Project:** The proposed project consists of constructing a bus turnout bay along the south side of Florence Avenue just west of Cottage Street to just west of Roseberry Avenue and permanently closing Cottage Street to traffic in the unincorporated Florence area of the County of Los Angeles adjacent to the City of Huntington Park. The project will require the demolition or partial demolition of one existing building along Florence Avenue.
9. **Surrounding Land Uses and Settings:**
 - A. **Project Site**—The proposed project is located within an unincorporated portion of the County of Los Angeles, near the City of Huntington Park. Florence Avenue, at the project site, is aligned within the public road right-of-way adjacent to commercial and industrial properties. Acquisition of up to 19 feet of right-of-way will be required from developed and undeveloped commercial properties along the length of the project. As part of the construction of the bus turnout one existing building will be completely or partially demolished. Cottage Street is approximately 130 feet in length and serves three properties.
 - B. **Surrounding Properties**—In general, the land use surrounding Florence Avenue is a mix of commercial, industrial, and residential properties. The topography of the surrounding project area is generally flat. Wildlife that may occur in the area is a variety of birds, lizards, rodents, domestic animals, and insects. No known endangered species or species of special concern exist within the project limit.
10. **Other agencies whose approval is required (and permits needed):**

No other permits or approvals are required for this project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated," as indicated by the checklist on the following pages.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology/Soils
<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Hydrology/Water Quality	<input type="checkbox"/> Land Use/Planning
<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise	<input type="checkbox"/> Population/Housing
<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation	<input type="checkbox"/> Transportation/Traffic
<input type="checkbox"/> Utilities/Service Systems	<input type="checkbox"/> Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project would have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Sarah D. Scott
Signature

December 22, 2005
Date

Sarah D. Scott
Printed Name

County of Los Angeles Department of Public Works
For

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project specific screening analysis).
- 2) All answers must take account of the whole action involved including off-site as well as on-site, cumulative as well as project level, indirect as well as direct, and construction as well as operational impacts.
- 3) "Potential Significant Impact" is appropriate if an effect is significant or potentially significant or if the lead agency lacks information to make a finding of insignificance. If there are one or more "Potential Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.
- 4) "Less Than Significant With Mitigation Incorporation" applies where the incorporation of mitigation measures has reduced an effect from "Potential Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVIII, "Earlier Analysis," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other California Environmental Quality Act process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XVIII at the end of the checklist.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). See the sample question below. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.

ENVIRONMENTAL CHECKLIST FORM

SIERRA HIGHWAY AT SPRING STREET

		Farmland Significant Impact	Farmland Significant With Mitigation Implementation	Less than Significant Impact	No Impact
I. AESTHETICS - Would the project:					
a)	Have a substantial adverse effect on a scenic vista?				X
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				X
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X
II. AGRICULTURE RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:					
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				X
b)	Conflict with existing zoning for agricultural use or a Williamson Act contract?				X
c)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?				X
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a)	Conflict with or obstruct implementation of the applicable air quality plan?				X
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for zone precursors)?			X	
d)	Expose sensitive receptors to substantial pollutant concentrations?			X	
e)	Create objectionable odors affecting a substantial number of people?			X	

		Potential Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES - Would the project:					
	a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game, or U.S. Fish and Wildlife Service?			X
	b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game, or U.S. Fish and Wildlife Service?			X
	c)	Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X
	d)	Interfere substantially with the movement of any native resident, migratory fish, or wildlife species; or with established native resident or migratory wildlife corridors; or impede the use of native wildlife nursery sites?		X	
	e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X
	f)	Conflict with the provisions of an adopted Habitat Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or State habitat conservation plan?			X
V. CULTURAL RESOURCES - Would the project:					
	a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?			X
	b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X
	c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X
	d)	Disturb any human remains, including those interred outside of formal cemeteries?			X
VI. GEOLOGY AND SOILS - Would the project:					
	a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			
	i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X

			Potential Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
	ii)	Strong seismic ground shaking?				X
	iii)	Seismic-related ground failure, including liquefaction?			X	
	iv)	Landslides?				X
	b)	Result in substantial soil erosion or the loss of topsoil?			X	
	c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			X	
	d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
	e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
VII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:						
	a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
	b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
	c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
	d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code, Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment?				X
	e)	For a project located within an airport land use plan, or where such a plan has not been adopted within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
	f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
	g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
	h)	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

		Potential Significant Impact	Less Than Significant With Mitigation /Reclamation	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY - Would the project:					
a)	Violate any water quality standards or waste discharge requirements?				X
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				X
f)	Otherwise substantially degrade water quality?				X
g)	Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i)	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j)	Inundation by seiche, tsunami, or mudflow?				X
IX. LAND USE AND PLANNING - Would the project:					
a)	Physically divide an established community?				X
b)	Conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
X. MINERAL RESOURCES - Would the project:					

			Less Than Significant Impact	No Impact
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?			X
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?			X
XI. NOISE - Would the project result in:				
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or ordinance or applicable standards of other agencies?		X	
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		X	
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X	
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			X
XII. POPULATION AND HOUSING - Would the project:				
a)	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?			X
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X
XIII. PUBLIC SERVICES -				
a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:			
	Fire protection?			X
	Police protection?			X

		Potential Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
	Schools?				X
	Parks?				X
	Other public facilities?				X
XIV. RECREATION -					
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
XV. TRANSPORTATION/TRAFFIC - Would the project:					
a)	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
b)	Exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways?				X
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e)	Result in inadequate emergency access?				X
f)	Result in inadequate parking capacity?				X
g)	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X
XVI. UTILITIES AND SERVICE SYSTEMS - Would the project:					
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X

			Potential Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
	d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
	e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
	f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
	g)	Comply with Federal, State, and local statutes and regulations related to solid waste?				X

XVII. MANDATORY FINDINGS OF SIGNIFICANCE -

	a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?				X
	b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)				X
	c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

XVIII. DISCUSSION OF WAYS TO MITIGATE SIGNIFICANCE EFFECTS -

Section 15041 (a) of the State California Environmental Quality Act guidelines states that a lead agency for a project has authority to require changes in any or all activities involved in the project in order to lessen or avoid significant effects on the environment. No significant effects have been identified.

ATTACHMENT A
DISCUSSION OF ENVIRONMENTAL FACTORS
FLORENCE AVENUE BUS TURNOUT

I. AESTHETICS—Would the project:

a) *Have a substantial adverse effect on a scenic vista?*

No impact. The project is not located in a scenic vista. Therefore, no impact would occur.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?*

No impact. The project site would not damage resources within a State scenic highway.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

Less than significant impact. The project consists of constructing a bus turnout on Florence Avenue. The project would not degrade the existing visual character or quality of the site and its surroundings. Therefore, impacts to the visual character would be considered less than significant.

d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

No impact. The project would not include additional lighting systems or structures that could result in glare. Therefore, the project will have no impact on day or nighttime views in the area.

II. AGRICULTURE RESOURCES—In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to nonagricultural use?*

No impact. The project is located in a developed urban area, and there is no agricultural land present. Therefore, the project will have no impact on the conversion of farmland to nonagricultural use.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

No impact. The project is not zoned or used for agricultural purposes. The project will not impact any existing zoning for agricultural use or Williamson Act contract.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?

No impact. There is no designated farmland in the area. The project does not involve changes in the existing environment that could result in the conversion of farmland to nonagricultural use. Therefore, no impacts would occur.

III. AIR QUALITY—Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

No impact. Public Works currently complies with dust control measures enforced by the South Coast Air Quality Management District. The project will not conflict with current implementation of the applicable air quality plan.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than significant impact. Construction-related emissions and dust would be emitted during project construction. However, the effect would be temporary and would not significantly alter the ambient air quality of the area. Construction activities are anticipated to occur from 7 a.m. to 5 p.m., Monday through Friday. The project specifications would require the contractor to control dust by appropriate means such as sweeping and/or watering and comply with applicable air pollution regulations. The impacts would be temporary and considered less than significant.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less than significant impact. The short-term project impacts associated with the construction of the proposed project would not result in any cumulatively considerable net increase of any criteria pollutant. Long-term air quality impact would be less than significant because the bus turnout would provide an off-street service point that would enhance traffic flow. Therefore, the impact of the project is not anticipated to contribute to a considerable net increase in air pollutant emissions.

d) *Expose sensitive receptors to substantial pollutant concentrations?*

Less than significant impact. The project may create small amounts of dust during construction and pollution from diesel trucks. However, the effect would be temporary and would not significantly alter the ambient air quality of the area. Construction activities would be restricted to the construction times allowed by Public Works. The project specifications would require the contractor to control dust by appropriate pollution regulations. No substantial pollutant concentration will be produced by the project. The bus turnout would provide an off-street service point that does not interfere with traffic movement and emissions. Therefore, the exposure of sensitive receptors to substantial pollutant concentrations would be less than significant.

e) *Create objectionable odors affecting a substantial number of people?*

Less than significant impact. Objectionable odors may be generated from exhaust fumes of diesel trucks and construction equipment during construction activities. This will be temporary. Thus, the impact of creating objectionable odor is considered less than significant.

IV. BIOLOGICAL RESOURCES--Would the project:

a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game, or U.S. Fish and Wildlife Service?*

No impact. Florence Avenue is located in a developed portion of the County of Los Angeles. No sensitive or special status species as identified by the California Department of Fish and Game or the U.S. Fish and Wildlife Service are known to exist in this area. Therefore, the project will not have an impact on any species.

b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game, or U.S. Fish and Wildlife Service?*

No Impact. No riparian habitat or other sensitive natural communities are present in the vicinity of the roadway; therefore, no impacts are expected to occur.

- c) *Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

No Impact. There are no wetlands, marshes, or vernal pools in the project area surrounding the project. The project will have no impact on Federally-protected wetlands.

- d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites?***

No Impact. The project is in a commercial/industrial area. The project will not impact any native resident or migratory fish or wildlife.

- e) *Conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance?***

No Impact. No known locally protected biological resources exist at the project site; therefore, the project will not conflict with any local policies or ordinances protecting biological resources.

- f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan?***

No Impact. No known adopted habitat conservation plan or natural community conservation plan exist within the project site. The project will have no impact on any of these plans.

V. CULTURAL RESOURCES--Would the project:

- a-d) *Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in Section 15064.5; directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature; or disturb any human remains, including those interred outside formal cemeteries?***

No Impact. The area is fully developed. There are no areas of potentially undisturbed soil at the project site. No known historical, archaeological, or paleontological resources exist in the project area. However, if any cultural resources including human remains are discovered during construction, the contractor will cease all construction activities and contact a specialist to

examine the project sites as required by project specifications. The project consists of constructing a bus turnout bay in a commercial/industrial area and will have no impact on historical or archaeological resources.

VI. GEOLOGY AND SOILS--Would the proposal:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No impact. There are no known active faults¹ underlying the project site, and we do not anticipate a fault rupture occurring at the project site.

ii) Strong seismic ground shaking?

No impact. The activities related to the project will not trigger strong seismic ground shaking. With the incorporation of all applicable design standards and codes, no impacts are expected to occur.

iii) Seismic-related ground failure, including liquefaction?

Less than significant impact. The project area is within a known area of liquefaction² but does not expose people or structures to potential substantial adverse effects due to any seismic-related ground failure. Thus, the proposed project will not have a significant effect on people or structures caused by seismic-related ground failure or liquefaction.

iv) Landslides?

No impact. The project site topography is relatively flat; therefore, the project is not expected to expose people or structures to landslides.

b) Result in substantial soil erosion or the loss of topsoil?

Less than significant impact. The project site is currently developed. The improvements will result in the disruption of a limited amount of soil. Project specifications would require the contractor to properly compact the earth and properly dispose of any excess excavated material. The existing topography will not be significantly altered by the construction. Therefore, the impact on soil erosion and loss of topsoil would be considered less than significant.

¹ State of California Earthquake Fault Zones South Gate Quadrangle Revised Official Map Effective: January 1, 1994

² State of California Earthquake Seismic Hazard Zone South Gate Quadrangle Official Map Released: March 25, 1999

- c) ***Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?***

Less than significant impact. Although the project area is located in an area of liquefaction, the contractor will compact the soil to the required specifications. The soil would not become unstable as a direct result of the project. Thus, proposed project is not expected to have a significant effect on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

- d) ***Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?***

No impact. The soil at the project location is not considered expansive. Therefore, the proposed project would have no impact on creating substantial risks to life or property.

- e) ***Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

No impact. This project does not generate sanitary waste water.

VII. HAZARDS AND HAZARDOUS MATERIALS—Would the project:

- a) ***Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

No impact. The project does not involve the routine transport, use, or disposal of hazardous materials. The project will have no impact on the transport, use, or disposal of hazardous materials.

- b-c) ***Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment or emit hazardous emissions or handle hazardous materials, substances, or wastes within one quarter mile of an existing or proposed school?***

Less than significant impact. Combustible engine fluids from the construction equipment are potentially hazardous substances. Necessary precautions will be taken to prevent the spillage of any hazardous substances that may affect the public or the environment at the project site. It is unlikely that an explosion, emission, or release of hazardous or acutely hazardous substances will occur as a result of the project. Project specifications would require the contractor to properly maintain all equipment during construction. In the event of any spills of fluids, the contractor is required to remediate according to all applicable laws regarding chemical cleanups, and the nearby

school officials would be notified of the spill and any precautions to be taken. The project impact on the public or the environment is considered less than significant.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code, Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment?***

No Impact. The project site is not known to be a hazardous materials site. The project will have no impact on hazardous materials to create significant hazard to the public or environment.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?***

No Impact. The project area is not within an airport land use plan or within two miles of a public use airport. The project will have no impact on safety for people residing or working in the project area.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?***

No impact. The project is not located within the vicinity of a private airstrip. The project will have no impact relating to a safety hazard for people residing or working in the project area.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Less than significant impact. The project site is located within the public road right of way and may interfere with the emergency response plan. However, this would only have a short-term effect because lane closures would be temporary during the construction period. The project specification will require at least one through traffic lane to remain open at all times during construction with notification to emergency service providers within the area of any street closures. The project impact on emergency service response plan would be considered less than significant.

- h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?***

No impact. The project site is developed and in an urbanized area with no flammable brush wildlands located in the vicinity. The project is not expected to result in adverse impacts related to risks associated with wildland fires.

VIII. HYDROLOGY AND WATER QUALITY—Would the project:

a) *Violate any water quality standards or waste discharge requirements?*

No impact. The contractor will be required to implement Best Management Practices as required by the National Pollutant Discharge Elimination System permit issued to the County by the Regional Water Quality Control Board to minimize construction impacts on water quality. In complying, the project will have no impact on the water quality standards or waste discharge requirements.

b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

No impact. The project would not involve the use of any water that would result in a net deficit in aquifer volume or a lowering of the local groundwater table level. The project will have no impact on groundwater supplies or groundwater recharge.

c-d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

Less than significant impact. The project would minimally increase the coverage of impervious surfaces along Florence Avenue and, therefore, slightly increase the amount of water running off-site. The project will not cause any substantial changes in the drainage patterns of the project site and will not result in substantial erosion or siltation on- or off-site or increase the amount of surface runoff. Thus, impacts related to flooding would be considered less than significant.

e) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

No impact. The construction of the project will continue to drain to the local drainage systems. Project specifications would require the contractor to comply with the National Pollutant Discharge Elimination System. As a result, the project will have no impact on the capacity of the stormwater drainage systems and will not provide substantial additional sources of polluted runoff.

f) Otherwise substantially degrade water quality?

No impact. The contractor will adhere to applicable Best Management Practices to minimize any degradation to water quality during construction. The project will not impact or degrade water quality.

g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No impact. Existing flood hazards are established by the Federal Emergency Management Agency. According to the Federal Emergency Management Agency's Flood Insurance Rate Map³ Community-Panel No. 065043 0930 B, the proposed project site is located in Flood Hazard Zone "C." A Flood Hazard Zone "C" is defined by Federal Emergency Management Agency as an area of minimal flooding. Implementation of the proposed project will not place housing within a 100-year flood hazard area.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No impact. As stated above, the proposed project is located in an area of minimal flooding. Therefore, construction of the bus turnout will not place any structures within a 100-year flood hazard area that impede or redirect flood flows.

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

No impact. The project will not expose people or structures to a significant risk of loss, injury, or death involving flooding.

j) Inundation by seiche, tsunami, or mudflow?

No impact. The project will not cause or be subject to inundation by seiche, tsunami, or mudflow.

IX. LAND USE AND PLANNING--Would the project:

a) Physically divide an established community?

³ Community-Panel Number 065043 0930 B dated December 2, 1980

No Impact. The proposed project will not physically divide an established community.

- b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?***

No Impact. Florence Avenue is zoned as a major highway by the County of Los Angeles. Zoning of the roadway would not change as a result of the project. Cottage Street is a minor street serving three properties, two of which have and will retain frontage on Florence Avenue. The project does not conflict with any applicable land use plan, policy, or regulation of agencies with jurisdiction over the project.

- c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?***

No impact. The proposed project is in a developed area and does not conflict with any habitat conservation plan or natural community conservation plan adopted by any agency or community.

X. MINERAL RESOURCES–Would the project:

- a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?***

No impact. The construction of the project would not deplete any known mineral resources. Therefore, the proposed project will have no impact resulting in the loss of availability of a known mineral resource.

- b) *Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?***

No impact. The proposed project site is not identified as a mineral resource recovery site in the local general plan, specific plan, or other land use plan. Thus, the project will have no impact on a locally important mineral resource recovery site.

XI. NOISE–Would the project result in:

- a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?***

Construction Noise: Less than significant impact. Noise levels within the proposed project site would increase during construction. However, the impact is temporary and will be subject to existing noise ordinances and standards set by U.S. Occupational Safety and Health Administration. The contractor will be required to comply with the construction hours specified in the County noise control ordinances. Overall, since the construction period will last for a short period, the project would not expose people to severe long-term noise levels. Thus, the impact to severe noise levels is considered less than significant.

Operation Noise: Less than significant impact. The noise level generated by the operation of the bus turnout would be similar to the existing conditions. A Traffic Impact Study⁴ was prepared and based on the results of the study, no increase in traffic would be anticipated from the proposed project because the number of travel lanes would be the same as before the project. As such, operational impacts to residences should be considered less than significant.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than significant impact. Construction of the project could cause minimal, temporary ground vibration during construction. However, the project specifications would require the contractor to comply with all noise laws and ordinances. Therefore, the project would be considered less than significant, since construction would be for a short period and would not expose people to severe noise levels.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

No impact. The proposed bus turnout would result in short-term increases in noise levels during the construction period but would not result in any change in existing noise levels once the construction is complete. Therefore, no substantial permanent increase in the ambient noise levels is expected to occur due to the project.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than significant impact. During the construction phase of the project, there will be a nominal increase in existing noise levels due to construction and transportation of material to and from the project site. Construction activities will be limited to normal County regulated hours. Due to the short-term nature of the project, the impact from ambient noise levels will be less than significant.

⁴ Florence Avenue Bus Turnout Traffic Impact Report prepared by Traffic and Lighting Division January 2005

- e-f) For a project located within an airport land use plan or, where such a plan has not been adopted within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels, or for a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. The project is not located within the vicinity of an airport land/use plan or airstrip. The project would not expose people residing or working in the area to excessive noise levels.

XII. POPULATION AND HOUSING--Would the project:

- a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?**

No Impact. Construction of the project is not expected to result in population growth in the area, either directly or indirectly.

- b-c) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere, or displace substantial numbers of people necessitating the construction of replacement housing elsewhere?**

No Impact. Right of way acquisition will be needed to construct the bus turnout. The right of way to be acquired is not residential. Thus, the project will not result in the displacement of existing houses. Property owners of the commercial and industrial properties will be compensated at fair market value for all land needed to construct the proposed project and for all impacts to the buildings and other improvements located thereon caused by the proposed project. The displacement of all businesses will be done in accordance with the Uniform Relocation Assistance and Real Property Act of 1970, as amended.

XIII. PUBLIC SERVICE

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: Fire protection, police protection, schools, parks, and other public facilities?**

No impact. The project will not affect public services. Physical changes resulting from the project would be confined to the project area and would not result in a need for new or altered governmental services in fire protection, police protection, school, maintenance of public facilities, or other governmental services.

XIV. RECREATION

- a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

No impact. The project would not increase the use of existing neighborhood or regional parks.

- b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

No impact. The project does not include recreational facilities and will not require the construction or expansion of any recreational facilities.

XV. TRANSPORTATION/TRAFFIC—Would the project:

- a) *Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?***

Construction Transportation/Traffic: Less than significant impact. The proposed project will require transportation of construction equipment and materials to the project site. This could minimally increase the existing traffic. However, the impact would be during construction of the project and is temporary.

Operation Transportation/Traffic: Less than significant impact. The proposed project would not result in any change in the number of traffic lanes. The bus turnout will provide improved mobility for traffic and pedestrians. The impact of the project on substantial traffic increases is considered to be less than significant.

- b) *Exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways?***

No impact. The minor increase in traffic in the project area due to construction vehicles is temporary and only during construction. Overall, the project will not directly or indirectly result in any change to the level of service standard established by the County Congestion Management Agency for designated roads or highways.

- c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?***

No impact. The proposed project will have no impact on air traffic patterns that could result in any increases in safety risks.

- d) *Substantially Increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

No impact. The proposed project would provide buses with a service area that does not interfere with traffic movement and provides a safe waiting area for transit users. The proposed project does not involve any design features that are known to constitute safety hazards. Therefore, the project would have no impact on hazards due to design features.

- e) *Result in inadequate emergency access?***

No impact. No changes in access to emergency facilities are expected to occur as a result of the proposed project. Through traffic will be maintained at all times. Therefore, impacts on emergency access are not expected.

- f) *Result in inadequate parking capacity?***

Less than significant impact. No more than 12 parking spaces in the project area will be eliminated. Parking restrictions in the area include no parking between the hours of 6 to 8 a.m. and 4 to 6 p.m. A one-hour parking restriction between the hours of 8 a.m. and 4 p.m. is also included. There is ample parking in the surrounding area to compensate for the loss of parking. Therefore, the project will have a less than significant impact on parking capacity.

- g) *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?***

No impact. The project would not conflict with adopted policies, plans, or programs supporting alternative transportation. Florence Avenue is a heavily used bus route and with the addition of the proposed bus turnout, enhancement to alternative transportation could be expected. The Metropolitan Transportation Authority agrees in concept with the proposed bus turnout as they have launched rapid bus service along Florence Avenue and expect high daily ridership at this location.

XVI. UTILITIES AND SERVICE SYSTEMS--Would the project:

- a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?***

No impact. The project will not result in contamination or an increase in discharge of wastewater that might affect wastewater treatment. The project will have no impact on the wastewater treatment requirements of the Regional Water Quality Control Board.

- b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

No impact. The project will not result in the construction of new water or wastewater treatment facilities. Thus, the project will not result in the expansion of existing water treatment facilities.

- c) *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

No impact. The construction of the bus turnout would not generate any new storm water drainage facilities or expansion of existing facilities. The existing drainage facility will accommodate the proposed construction.

- d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?***

No impact. The project will not result in a need for additional water supplies. Therefore, the project will have no impact on existing water supply entitlements and resources.

- e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

No impact. No increase in the number of wastewater discharge facilities will occur as a result of the project. The project will have no impact on wastewater treatment capacity.

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?***

Less than significant impact. With the exception of construction debris, the proposed project is not expected to generate any significant amount of solid waste. The debris would be recycled or transported to the nearest landfill site and properly disposed. Impacts related to landfill capacity would be less than significant.

- g) *Comply with Federal, State, and local statutes and regulations related to solid waste?***

No impact. The project would comply with all Federal, State, and local statutes and regulations related to solid waste.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

- a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?***

No impact. Based on findings in this environmental review, the project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or eliminate important examples of the major periods of California history or prehistory. The project will have no impact on the quality of the environment.

- b) *Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects?)***

No impact. The project would not have impacts that are individually limited or cumulatively considerable.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

No Impact. The project would not have a direct or indirect detrimental environmental impact on human beings.

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